OPIC Aucharest-Damessa infield 25X1C VALUATION 25X1X PLACE OBTAINED ATE OF CONTENT Larch to July 1949 25X1C ATE OBTAINED DATE PREPARED 3 duly 1959 EFFERENCES AGES 2 ENCLOSURES (No. a TYPE) EMARKS OURCE 1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Swylet make, and five Rusanian connercial planes of the Fare Airlines were standing at the Bucharest Banessa (XC 65) sairfield, * 2. In March 1949, twin-engine planes, sinilar to the Douglas and presusably military transports or bombers, were parked in front of the former camp of the German Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 Jly 1949, ** there was an old sirport building at the Field. A new two-story airport terminal building, about 12 x 0 meters with a cupola in the addies and facing the Bucharest-Floseti road, was under construction. Itseleft wing was completed and the work on the other sections was being rushed. *** Comment. A Soviet air transport unit was stationed at the field in August 1548. Major Indirectly (finu) was 00 of the unit to which large in the spring of 1949, requires confirmation. Comment. A Soviet air transport unit was stationed at the field in August 1548. Major Indirectly (finu) was 00 of the unit to which large in the spring of 1949, requires confirmation. Comment. The field was used by are Airlines planes in Convictions of Central Intelligence to Browness and the work of the United States. Not Review Date: 2008 Decument No. Comment No. Comment No. Comment No. Convictions of the United States. Convictions of the United S	Appro	oved For Rele	NTLA L 2-00457R0054	100530001-7	10
OPIC Bucharest-Damessa Afficial 25X1C ALUATION 25X1X PLACE OBTAINED ATE OF CONTENT barch to July 1949 25X1C ATE OF CONTENT barch to July 1949 25X1C ATE OBTAINED DATE PREPARED 3 July 1959 EFFERENCES AGES 1. On 2 March 1949 four Douglas transports of Soviet make, five Stormovike of Soviet make, and five Russmian commercial planes of the Starm Affilines were strading at the Bucharest Banessa (XC 65) sirfleid, * 2. In March 1949, twin-engine planes, similar to the Douglas and presunably military transports or benbers, were parked in front of the former camp of the Derman Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldings were at the field on 8 July 1969, ** there was an old sirport building at the field, A new two-story airport terminal building, about 12 x 0 meters with a cupolar in the middle and facing the Bucharest-Ploesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed, *** Comment	CL		25X1_93		
VALUATION 25X1X PLACE OBTAINED ATE OF CONTENT Surch to July 1949 25X1C ATE OBTAINED DATE PREPARED. 3 July 1952 EFFERENCES AGES 1 ENCLOSURES (No. a TYPE) EMARKS 1. On 2 March 1949 four Douglas transports of Soviet make, five Stormovikes of Soviet make, and five Rumanian commercial planes of the Fars Airlines were standing at the Bucharcest Baneaes (XC 65) airfield. * 2. In March 1949, the sengine planes, similar to the Bughas and presunably military transports or Boobbers, were parked in front of the former camp of the German Mir Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** fhere was an old sirport building at the field. A new two-story airport treminal building, about 12 x O meters with a cupola in the middle and facing the Bucharcet-Floesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment A Coviet air transport unit was stationed at the field in August 1946. Major Androyer; (Inu) was CO of the unit to which there in March 1949; The field was used by are Adrilnes planes in 1948. Comment. The transport unit was presumably still stationed there in March 1949; The field was used by are Adrilnes planes in 1948. Comment. The transport of the Coviet in the March 1949; The field was used by are Adrilnes planes in 1948. Comment. The transport of the Coviet in Coviet in the March 1949; The field are possibly intended to be used to a greater degree by Tare Adrilnes planes. This document. The broader of the Coviet in transport unit, possibly made in the spring of 1940; requires confirmation. Coviet in United States. The Coviet in United States. Not Review Date: 2008		province and the second se	REPORT NO		
VALUATION 25X1X PLACE OBTAINED ATE OF CONTENT Barch to July 1949 25X1C ATE OBTAINED DATE PREPARED. 3 July 1950 EFFERENCES AGES. ENCLOSURES (No. & TYPE) EMARKS 1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumanian commercial planes of the Pars Airlines were strinding at the Bucharest Banease (XC 65) airfield. * 2. In March 1949, tvanoports of bombers, were parked in front of the former camp of the Ceman Mir Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** here was an old airport building at the field. A new two-story airport terminal building, about 12 x () meters with a cupla in the middle and facing the Bucharest-Floesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** Comment	OPIC <u>Eucharest</u> -Bane	asa wirfield	, gazt ar travellar ett ett side för til å konstruktioner i det ett side föret ett ett side föret side föret s	25X1A	erbonner's Postupe
ATE OF CONTENT. Barch to July 1949 25X1C DATE PREPARED. 3 July 1959	egen ekinderri Bridgen distrikulung den Pilipipolis salah Pilipipolis salah kecinda kecinda keli, Salah distrika	allengen och och state er med communication med som och eller ett och	25X1C	aggraphical market in the research of a numberal constitution of the state of the s	angeometra.
ATE OF CONTENT. Barch to July 1949 25X1C DATE PREPARED. 3 July 1959	EVALUATION 25X1X	PLACE OBTAINE	ED		APPRAISE ZON' (CO
DURCE 1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumentan commercial planes of the Rars Afrlines were strading at the Ducharest Danesea (XC 65) airfield, * 2. In March 1949, twin-engine planes, similar to the Douglas and presunably military transports or bembers, were parked in front of the former camp of the Ceman Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 Jlly 1949, ** Here was an old airport building at the field. A new two-story airport terminal building, about 12 x O meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A *** Comment. A Soviet air transport unit was stationed at the field in August 1948. Major Andreyer, (funu) was 00 of the unit to which there in Earch 1949. The field was used by are Airlines planes in 1948. Comment. The field was used by are Airlines planes in 1948. Comment. The field was used by are Airlines planes in 1948. Comment. The field was used by are Airlines planes in 1948. Comment. The field was used by are Airlines planes in 1948. Comment. The field is possibly intended to be used to a greater Comment. The field sites. Comment. The field sites. Comment. Comment. The field sites. Comment.		l to July 1949 25X1C			
DURCE 1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumentan commercial planes of the Rars Afrlines were strading at the Ducharest Danesea (XC 65) airfield, * 2. In March 1949, twin-engine planes, similar to the Douglas and presunably military transports or bembers, were parked in front of the former camp of the Ceman Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 Jlly 1949, ** Here was an old airport building at the field. A new two-story airport terminal building, about 12 x O meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A *** Comment. A Soviet air transport unit was stationed at the field in August 1948. Major Andreyer, (funu) was 00 of the unit to which there in Earch 1949. The field was used by are Airlines planes in 1948. Comment. The field was used by are Airlines planes in 1948. Comment. The field was used by are Airlines planes in 1948. Comment. The field was used by are Airlines planes in 1948. Comment. The field was used by are Airlines planes in 1948. Comment. The field is possibly intended to be used to a greater Comment. The field sites. Comment. The field sites. Comment. Comment. The field sites. Comment.	DATE OBTAINED	DATE	PREPARED 3 July 1	950	
DOURCE 1. On 2 March 1949 four Douglas transports of Soviet make, five Stormovike of Soviet make, and five Rumanian commercial planes of the Yars Afrilines were stending at the Ducharest Enneana (XC 65) afrileid, * 2. In March 1949, twin-engine planes, similar to the Douglas and presumably military transports or benders, were parked in front of the former camp of the German Afr Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** here was an old adroport building at the field. A new two-story airport terminal building, about 12 x 10 meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A *** Comment. A oviet air transport unit was stationed at the field in August 1948. Major Andreys! (funu) was 00 of the unit to which there in March 1949. The same unit was presumably still stationed there in March 1949. The same unit was presumably still stationed there in March 1949. The same unit was presumably still stationed there in March 1949. The same unit was presumably still stationed there in March 1949, requires confirmation. 25X1A *** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. Decument Ne. Me Change Charlest Charlest					
OURCE 1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumanian commercial planes of the Fars Afrilines were standing at the Bucharest Banessa (XC 65) airfield. * 2. In March 1949, twin-engine planes, similar to the Douglas and presunably military transports or bombers, were parked in front of the former camp of the Cemman Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949. ** There was an old airport building at the field. A new two-story airport terminal building, about 12 x O meters with a cupola in the middle and facing the Bucharest-Ploseit road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A *** Comment. A Oviet air transport unit was stationed at the field in August 1948. Major Andreyer, (fnu) was 60 of the unit to which there in March 1949. The field was used by .ars Airlines planes in 1948. 25X1A *** Comment. The transfer of the Oviet air transport unit, possibly made in the spring of 1949, requires confirmation. 25X1A *** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. Deciment Ne. Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes.					
1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumanian commercial planes of the Fars Airlines were strading at the Bucharest Baneaea (XC 65) airfield, * 2. In March 1949, twin-engine planes, similar to the Douglas and presumably military transports or bombers, were parked in front of the former camp of the Cerman Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** There was an old airport building at the field. A new two- story airport terminal building, about 12 x 0 meters with a cupola in the middle and facing the Sucharest-Plecesti road, was under con- struction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A Soviet air transport unit was stationed at the field in August 1948. Najor Andreyef, (fnu) was 00 of the unit to which there in March 1949, "he field was used by are Airlines planes in 1948. 25X1A ** Comment. The transfer of the Soviet air transport unit, possibly made in he spring of 1949, requires confirmation. Comment. The transfer of the Soviet air transport unit, possibly made in he spring of 1949, requires confirmation. Comment. The field is possibly intended to be used to a greater This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008					
1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumanian commercial planes of the Fars Airlines were standing at the Bucharest Baneasa (XC 65) airfield. * 2. In March 1949, twin-engine planes, similar to the Douglas and presumably military transports or bombers, were parked in front of the former camp of the Cerman 'Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** 'here was an old airport building at the field. A new two- story airport terminal building, about 12 x 0 meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under con- struction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A Soviet air transport unit was stationed at the field in August 1949. Major Andreyef, (fnu) was CO of the unit to which there in March 1949. The field was used by .ars Airlines planes in 1948. Comment. The transfer of the Soviet air transport unit, possibly made in he spring of 1949, requires confirmation. 25X1A *** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central intelligence to the Archivist of the United States. Next Review Date: 2008	CIVITATIO	erfilmen independentalen der entermet en en entermet en entermet en	nere i fartitation de l'attention de la committe conservation de la committe de la commentation de la comment	record to related a language of plan replaced to the real particles of the planting of the pla	-
1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumanian commercial planes of the Fars Airlines were standing at the Bucharest Baneasa (XC 65) airfield. * 2. In March 1949, twin-engine planes, similar to the Douglas and presumably military transports or bombers, were parked in front of the former camp of the Cerman 'Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** 'here was an old airport building at the field. A new two- story airport terminal building, about 12 x 0 meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under con- struction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A Soviet air transport unit was stationed at the field in August 1949. Major Andreyef, (fnu) was CO of the unit to which there in March 1949. The field was used by .ars Airlines planes in 1948. Comment. The transfer of the Soviet air transport unit, possibly made in he spring of 1949, requires confirmation. 25X1A *** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central intelligence to the Archivist of the United States. Next Review Date: 2008	idekan mendinduan senganda dan dan dapat dapat dapat terapa dan seria senak para anas masa serias sebua masang	rament is supplied that the state of the sta	форму может пответства производительного и серения пот поставления по поставления по поставления по поставления по п Поставления поставления поставления поставления поставления поставления поставления поставления поставления по	типин применя на	namiona:u
1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumanian commercial planes of the Fars Airlines were standing at the Bucharest Baneasa (XC 65) airfield. * 2. In March 1949, twin-engine planes, similar to the Douglas and presumably military transports or bombers, were parked in front of the former camp of the Cerman 'Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** 'here was an old airport building at the field. A new two- story airport terminal building, about 12 x 0 meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under con- struction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A Soviet air transport unit was stationed at the field in August 1949. Major Andreyef, (fnu) was CO of the unit to which there in March 1949. The field was used by .ars Airlines planes in 1948. Comment. The transfer of the Soviet air transport unit, possibly made in he spring of 1949, requires confirmation. 25X1A *** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central intelligence to the Archivist of the United States. Next Review Date: 2008	ANNER FERENTIA ANNA - ANNA ANNA EL-MAN EL-MAN ANNA ANNA ANNA ANNA ANNA ANNA ANNA	Mindersteiner vereit /v.1411/1954/99/2064/8/Beich-Pillines ert Bereitsbeton vereite von 15 verein erfört pullfik	менен бара с историодина мененовисского на поставник Отколона на музика, на министра на поставни	erikalas kalumpatik akanta da ini dagum, ak hili daman ini habat dahir habis, dar dalam akada alambyan bi sajahadanad d	
1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumanian commercial planes of the Fars Airlines were standing at the Bucharest Baneasa (XC 65) airfield. * 2. In March 1949, twin-engine planes, similar to the Douglas and presumably military transports or bombers, were parked in front of the former camp of the Cerman 'Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** 'here was an old airport building at the field. A new two- story airport terminal building, about 12 x 0 meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under con- struction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A Soviet air transport unit was stationed at the field in August 1949. Major Andreyef, (fnu) was CO of the unit to which there in March 1949. The field was used by .ars Airlines planes in 1948. Comment. The transfer of the Soviet air transport unit, possibly made in he spring of 1949, requires confirmation. 25X1A *** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central intelligence to the Archivist of the United States. Next Review Date: 2008	- Marchard (S. M. Challes), mental has glob as patter shallon de Marchard (shallon) in the Archard (shallon) in the Archa	Etiatrifig Milleronischungs ge. Vertraffer i Mensen verfe eingen eine Greibe (diese bestellt aus der der der d	and the American Spillman Statement reports which have benefit delivered in American and the constraints and minimal control of the Constraints of		
1. On 2 March 1949 four Douglas transports of Soviet make, five Stormoviks of Soviet make, and five Rumanian commercial planes of the Fars Airlines were standing at the Bucharest Baneasa (XC 65) airfield. * 2. In March 1949, twin-engine planes, similar to the Douglas and presumably military transports or bombers, were parked in front of the former camp of the Cerman 'Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** 'here was an old airport building at the field. A new two- story airport terminal building, about 12 x 0 meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under con- struction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A Soviet air transport unit was stationed at the field in August 1949. Major Andreyef, (fnu) was CO of the unit to which there in March 1949. The field was used by .ars Airlines planes in 1948. Comment. The transfer of the Soviet air transport unit, possibly made in he spring of 1949, requires confirmation. 25X1A *** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central intelligence to the Archivist of the United States. Next Review Date: 2008	OURCE		25X1X	là Ala an	
Stormovike of Soviet make, and five Rumanian commercial planes of the Tars Airlines were standing at the Bucharest Baneasa (XC 65) airfield, * 2. In March 1949, twin-engine planes, similar to the Bucharest and presumably military transports or bombers, were parked in front of the former camp of the Cerman Mir Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** There was an old airport building at the field. A new two-story airport terminal building, about 12 x .O meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A *** Comment. A Soviet air transport unit was stationed at the field in August 1942. Major Andreyef, (fmu) was CO of the unit to which there in March 1949. The field was used by ars Airlines planes in 1942. 25X1A *** Comment. The transfer of the Soviet air transport unit, possibly made in the spring of 1949, requires confirmation. Comment. The field is possibly intended to be used to a greater degree by Tare Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008				A CIN PHIBIT	
2. In March 1949, twin-engine planes, similar to the Douglas and presunably military transports or bombers, were parked in front of the former camp of the German Air Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949, ** There was an old airport building at the field. A new two-story airport terminal building, about 12 x 00 meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A Coviet air transport unit was stationed at the field in August 1949. Major Andreyef, (fnu) was CO of the unit to which there in March 1949. The same unit was presumably still stationed there in March 1949, requires confirmation. 25X1A ** Comment. The transfer of the Coviet air transport unit, possibly made in the spring of 1949, requires confirmation. 25X1A Comment. The field is possibly intended to be used to a greater comment is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. No Control of Control Intelligence to the Archivist of the United States. Next Review Date: 2008	Stormoviks o	f Soviet make, and five	Rumanian commercial p	lanes of the	
ably military transports or bombers, were parked in front of the former camp of the Cerman *ir Force located in the woods. The exact number could not be determined. 3. No Soviet planes or Soviet soldiers were at the field on 8 July 1949. ** There was an old airport building at the field. A new two-story airport terminal building, about 12 x 0 meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A * Oviet air transport unit was stationed at the field in August 1942. Major Andreyef, (fnu) was CO of the unit to which there in March 1949. The same unit was presumably still stationed there in March 1949. The field was used by are Airlines planes in 1948. Comment. The transfer of the Oviet air transport unit, possibly made in the spring of 1949, requires confirmation. Comment. The transfer of the Oviet air transport unit, possibly made in the spring of 1949, requires confirmation. Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008 Deciment Ne.					
1949. *** There was an old airport building at the field. A new two-story airport terminal building, about 12 x. O meters with a cupola in the middle and facing the Bucharest-Ploesti road, was under construction. Its left wing was completed and the work on the other sections was being rushed. *** 25X1A ** Comment. A Coviet air transport unit was stationed at the field in August 1942. Major Andreyer, (fnu) was 60 of the unit to which there in March 1949. The same unit was presumably still stationed there in March 1949. The field was used by ars Airlines planes in 1948. Comment. The transfer of the Coviet air transport unit, possibly made in the spring of 1949, requires confirmation. Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008	ably militar former camp	y transports or bombers, of the Cerman Air Force	were parked in front	of the	
in August 1948. Major Andreyef, (fnu) was 60 of the unit to which The same unit was presumably still stationed there in March 1949. The field was used by ars Airlines planes in 1948. 25X1A *** Comment. The transfer of the Soviet air transport unit, possibly made in the spring of 1949, requires confirmation. 25X1A *** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. Comment is hereby regraded to Confidential in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008 Next Review Date:	1949, ** In story airpor in the middl struction.	ere was an old airport by t terminal building, abou e and facing the Buchares Its left wing was complet	uilding at the field. ut 12 x 00 meters wit st-Ploesti road, was	A new two- h a cupola under con-	
25X1A ** Comment. The transfer of the Soviet air transport unit, possibly made in the spring of 1949, requires confirmation. 25X1A ** Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008	in August 19 25X1C there in Mar	48. Major Andreyef, (fm. The same ur	 i) was CO of the unit iit was presumably st 	to which ill stationed	
made in the spring of 1949, requires confirmation. Comment. The field is possibly intended to be used to a greater degree by Tars Airlines planes. This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008	25Y1A ** Commen	t. The transfer of the	Poviet air transport	unit, possibly	
This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008 Decument No. No Change In Class. No Change Intelligence to the Archivist of the United States. Next Review Date: 2008	made in the Commen	spring of 1949, requires t. The field is possibly	confirmation.		
This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008	degree by Ta	rs Airlines planes.			
This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States. Next Review Date: 2008					
CLASSIFICATION SECTION 25)	letter of Director Archivis	DENTIAL in accordance with the of 16 October 1978 from the of Central Intelligence to the tof the United States.	No Change Class Declassified Class Change of To:	75 5 6	25.
	CIA	SSIFICATION SECRET			25X
	Constitution of the second of	/			